



Figure I-3-9. Construction of Manasquan Inlet jetties, New Jersey, October 2, 1930, view looking north. Material for the jetties was supplied via an elevated roadway that extended out to sea from the land. Note that sand is already accumulating on the south (lower) side of the south jetty. The shoreline is continuous, and at this site the inlet was dredged after the jetties were completed. Other man-made openings that are now Federal navigation projects include Panama City Inlet, Florida, Duluth Cut, Minnesota, and Aransas Pass, Texas. (Photograph from Beach Erosion Board archives)

in addition to any other matters upon which it may be required to report, state its opinion as to the advisability of adopting the project; what Federal interest, if any, is involved in the proposed improvement; and what share of the expense, if any, should be borne by the United States.” (Cited in Wilson and Eaton 1960).

Although there was substantial support in Congress for federal aid in coastal protection, much difficulty was encountered in determining the proper extent of such aid. The BEB, lacking more specific instructions from Congress, interpreted “federal interest” as pertaining only to the interest of the United States as a landowner of shore property. This resulted in practically no recommendations for federal aid by the BEB during the 1930s. Other Federal agencies were concerned with putting people to work during the depression and interpreted the 1936 Act differently. The Works Progress Administration built revetments, dikes, retaining walls, and jetties on North Carolina’s Outer Banks at a cost more than \$4 million. The Corps held back on coastal construction projects because of uncertainties about predicting conditions at individual coastal sites revealed by board survey reports. The BEB, driven by professional curiosity, undertook